









The motion of no confidence, moved a few days ago in the Queen's Bench, has been debated and the Government have come off victorious.

December 24th.

Patrons is again advocating drastic measures to save the Northern Territory, or says that it should be handed over to the Imperial Authorities.

Warren's motion dealing with the Transcontinental line passed the Legislative Council yesterday, with Basford's amendment, which reads: "That officers be invited by the Government from those syndicates or companies willing to construct the line between Oodnadatta and Alice Creek on the land grant system, the efforts be laid before the House."

The match between Stoddard's team and a combined N.S. Wales and Queensland team, played at Brisbane, has been drawn. The combined team made 316 for eight wickets in their second innings. Stoddard's team is now playing eighties at Townsville, Queensland.

The Englishmen's score stands at 107 for the first innings, and 116 for five wickets in the second. The Townsville team made 243 for their first innings.

The Western Australian Cricket Association have guaranteed Stoddard £500 and half the gate money if he will take his team there and play eighteen of the Writallians.

Petitions are being presented to the American Government asking them to endeavor to relieve the distressed diggers at Klondike.

The Adelaide Steamship Co. are offering to despatch a steamer to Klondike if sufficient support is promised.

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## NAVAL NOTES.

The Russian battleship building at St. Petersburg, work upon which was started in the presence of President Faure of France, is to be named *Paris*. The ship will be 12,500 tons displacement.

These torpedo-boats built by Numant at Havre for the French navy have been fitted with satisfactory results. They are 121 feet 3 inches in length, 13 feet 7 inches beam and 3 tons displacement. The horsepower of 1500 was calculated to give a speed of 23.5 knots, but the trial developed 1920 horse power and a speed of 25.7 knots. With 10 tons of coal on board the boats can steam 200 knots at the rate of 14 knots an hour. These boats are 10 feet less in displacement than the building for our navy, and for which a speed of only 27.5 knots is guaranteed.

Admiral P. H. Colomb, of the British navy, is beyond doubt the best authority on naval matters in general, and his prognostications in naval developments have always been proved correct. He advocated abandonment of sail and the adoption of steam solely for war vessels, brought about the change from ship to battleship, and he is of the opinion that the quick-firing gun, and he is of the opinion that the large, costly and unwieldy armoured vessel, now of fashion in the rest of the world, the torpedo-destroyer being, in his opinion, more effective.

He favors, however, last armored cruisers, such as the *New York* and *Brooklyn* type, of which England is about to construct a limited number. Armored plate tests of more than usual interest took place at Shoeburyness on the 19th of last month. A nickel-steel Harvey plate finished by the Vickers Company was tested under conditions more exacting than any other armor trial. The plate was 11 feet 10 inches thick and 10 feet by 7 feet, backed with 12-inch oak. The stipulations for acceptance were three shots from a 12-inch breech-loading rifle, two of the shots to be fired with a velocity of 1850 feet and one shot with 1880 per second, without doing any part of the plate or projectile through the backing.

A howitzer steel projectile of 7 1/4 pounds, 15 feet 10 inches long, fired at a velocity of 1616 feet per second, penetrated 3 1/2 inches into the plate and broke the shot into small pieces; the second shot, with 1868 feet velocity, penetrated 3 1/4 inches, and the third shot, at 1860 feet per second, went 2 1/2 inches into the plate. The latter was not cracked, but the projectile broke all to pieces. The test was considered highly satisfactory and the lot of which the plate tested was a sample was accepted.

The firm of Armstrong, Whitworth & Co. at Newcastle is evidently a very prosperous establishment and a number of what profits are made in building vessels for foreign service. The dividends declared annually since 1883 have ranged from 7 1/2 to 13 1/2 per cent. The latter being for the present year. As the dividend of 13 1/2 per cent. was paid on the 15th of last month, the stockholders were credited with a certain number of shares at £50 each. The dividend just declared is said to represent 25 per cent. It should also be taken in consideration that the vast outlay for work of all kinds and various other improvements have been paid for out of the earnings of the company and represent in the aggregate an exceedingly valuable property.

The Sims Dudley powder pneumatics, an American invention, was recently tested on the range of Armstrong-Whitworth with satisfactory results. This gun is claimed to be the only one in existence by which high explosives can be fired by the use of powder. It has a bore of 28 inches and consists of three tubes laid side by side, the middle one being the longest. The air pressure is 6000 pounds to the square inch and only two men are required to work the gun. The projectile weighs 1000 pounds and is fired by a lever and four pounds of explosive guide in the front and six ounces dry gunpowder and thirty grains fulminate of mercury in the rear part of the shell. Ignition is effected by a mechanical fuse, and when the shell strikes the object fired at a steel ball within the shell is driven forward and, striking a percussion cap, sets off the explosion. Its longest range was 17,700 yards, at which the exploding shell did a hole six feet eight inches in diameter and ten feet deep in soft sand. The gun next goes to France and from there to Turkey for further trials.

H.M.S. *Royal Sovereign*, battleship, is evidently not a happy ship. She was lying at Portsmouth lately ready to depart for the Mediterranean when the discontent of the crew manifested itself in a manner very unusual of late years in the British navy. Officers were threatened as they passed between decks, and the ill feeling was especially directed against the executive officer, Commander Ricketts. The cells on the ship were more than filled and it became necessary to send four culprits to the dockyard prison. Two men were court-martialed for attempting to strike Commander Ricketts. Both were found guilty, and the first, ordinary seaman, was sentenced to one year's hard labor in the prison; the other, a stow-away, was sentenced to three months with a birch, to be followed by three months in the dockyard prison. The English press express their indignation at the sentences were severe, but the sentences are lenient in comparison with sentences for similar offenses in the United States. During the past eight years eight men have received sentences varying from three to seven years for threatening to strike a superior officer, and some years ago a sailor got three years' imprisonment for expressing his opinions of the captain of the *Albatross* to the latter in language that was unparliamentary and also grating to the captain's feelings.

A commerce-destroyer is being designed for the French navy. The vessel is to have a speed of 23 knots, the triple screw engines to work up to 17,400 horsepower. The dimensions are: Length, 449 feet; beam, 49 feet 3 inches; and a draft of 10 feet 8 inches, displacing 5683 tons. The normal coal supply will be 600 tons, but it is calculated it will hold 900, on which it is all speed and 950 knots at 10 knots. Everything has been sacrificed for speed, hence the armament is light, and consists of eight 5-inch rapid-fire guns, ten 6-pounders and six 3-pounders. She is to be named *Gules Graviers*, after a distinguished French admiral and naval historian. The designer is decidedly ambitious, as it is intended to eclipse the United States cruiser *Columbia* and *Minnesota* in 1897, 7375 tons, which made 23 knots and 23,073 knots respectively at their trials. As the French ship is 37 feet longer and of 9 feet less beam and 22 1/2 inches less draught than the *Columbia* and lines of extraordinary sharpness may be looked for, and the ship will be simply a torpedo-boat of large dimensions so far as the hull is concerned, the coefficient of fineness of displacement being 43 against 49 of the *Columbia* and *Minnesota*.

## AUSTRALIAN NEWS LETTER.

(From our own Correspondent.)

Sydney, November 25th.

The general expression of greeting here just now is "Woe, woe, woe!" During the past few days the heat has made life almost unbearable, and the vendors of cool drinks, "quakers," and such like potables are reaping a silver harvest, in three-penny bits. In the main streets of the city on the 20th the glass stood at 100, just a couple of degrees below the "record" reading for Sydney. There was not a breath of air and the pavements threw the heat up just as if from the covers of furnaces. In the parks the grass was all dead and yellow and the usual army of loungers had vanished from the streets to seek the shelter of verandahs. From the country districts come the usual summer reports of intense heat, and as it ever the case at this season farmers are getting anxious about the feed prospects.

King Cricket rules Australia now and during the past week or so I have heard enough of the game to last me for all time. Ranji, as the colonials familiarly speak of the famed Indian batsman, is the most talked-of man of the hour. He has already shown a good taste of his quality and the South Australians and our own people at Adelaide seem to be the most ardent of his admirers. It is surprising what gluttons we are in New South Wales for sport. On an average there are 70 or 80 cricket matches going on, many involving matches and plenty of horse racing and cycling and all in the summer heat. To my mind the swimming club have most to commend them just now. The sailing season has of late been very dull, about a dozen clubs, from the Royal Yacht Club down to the Canoe Club, are all holding their races they make a picture that leaves a lasting impression of the beauty of Port Jackson.

The sister colony I am sorry to say has had an unwelcome visitor in the shape of a storm that can take rank even with a Kansas cyclone. It broke over Melbourne after a very hot day, on the evening of the 19th. Roofs were lifted off the walls, big trees uprooted, the stands on the recreation grounds demolished and even the R.M.S. *Ormus* parted her moorings at Port Melbourne. Chimneys and verandahs came down on all sides and the railway lines were blocked with debris. More than 1000 houses were blown away, at places hundreds of miles away, where the storm broke earlier in the day. At the town of Donald £5000 worth of damage was done to houses, orchards, &c. Three men were killed and churches and schools have shared in the general ruin. The town of Nhill is completely wrecked and £50000 worth of damage done. At another place £50000 worth of damage was done and a railway train was fairly "held up" by a network of broken telegraph wires. This storm will make the coming Christmas a sad one for many poor folk and, alas, there are steps being taken to house and feed them.

Our Parliament has put in another of its very droll stunts over the estimates, one spell having 31 hours with a half-hour break or two. On the military estimates the war was the usual carrying off of the alleged labor members and it makes one wish their backs at their benches or shops—those who had them—instead of wasting time and public money like they do. The volunteer spirit in this colony is most enthusiastic and when so many thousands of men give up leisure and pleasure to be able to take part in the country's defense, it is pretty hard that they should be given by a parcel of loafers who "sit tight" for £500 a year, and who get in Parliament solely on the strength of their jaw. As I have said payment of members may be all right in the abstract but when you come to particularise—well, look at our Assembly for instance. Anyhow, Premier Reid is strong enough to resist the attacks and one boys get a reasonable recognition in the end.

By the way, when there is a chance of "outing" a Government the labor members generally hold a caucus meeting and yell the loudest. There are a good many of them who would not care to again put the chance of their re-election to the touch and they don't seem to try to hide it either.

The gullest Frenchman who is ever finding his way hither from New Caledonia may not be a bad sort of fellow "when you know him," but you've got to know him first! But all the same he gives our police plenty of work and not a few of our honest citizens have been hauled by French crooks. One of the Bill Sykes from *La Belle*, caught red-handed, shot a constable, and he (the burglar) died suddenly. In Darlinghurst gaol, now our special French detective, Rochas, has three more Noumea visitors under lock and key in connection with an extensive counterfeiting business.

A peculiar "racing case" came before the District Court the other day in which a lady Mrs. Gannan and W. P. Clerk, solicitor, for £70, alleged to be her share in the winnings of the racehorse *Gazelle*. She claimed the horse to be defendant on condition that she was to have the prize money the horse might win. The question had been raised whether the sweepstake formed part of the prize money in question and defendant contended that the agreement should have mentioned "stakes" as well as "winnings." His Honor Judge Ricketts gave the definition of "winnings" and the found for the plaintiff and Mr. Clerk is going to the Full Court with the case.

Considering the amount of horse-racing done in the colonies we are remarkably free from anything like "rust scandal." The Victoria Racing Club has, however, just disqualified for life two of the leading Melbourne bookmakers S. Allen and T. Arnold. They were adjudged guilty of having been in the *Bong* Partnership to run "crook" edly at the New V.R.C. meet. Both men are wealthy and had been in the world of horse racing for some years. The world of a sensation. The disqualification extends all over the colonies and to England.

When the ship *Kate Thomas*, an English 4-master put into port a couple of days ago she looked as if she had had a "dusting," and she had too. She left Newcastle for Fremantle three days before and in a gale went 200 miles from Newcastle to the last her destination, Fremantle, and maintained a mainmast, foremast, and mainmast, besides all her sails to threads. After clearing away the wreck the barque was headed for Sydney. She arrived in tow, and the Captain says that the vessel was struck by a tremendous squall from southward. The violence of the wind burst on the laden vessel and simply tore all before it. People will go in for realism at the theatre, real horses, real water, and all that sort of thing, and they very nearly resulted in their being some very sharp changes were precipitated in the world of a sensation. The disqualification extends all over the colonies and to England.

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## Intimations.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
IZUMI MARU.....	ROMBAY, via SINGAPORE (Transship- ping Cargo for Java Ports), and COLUMBO	THURSDAY, 30th December, at Noon.
*RIJUN MARU.....	SEATTLE, WASH., U.S.A., via KORE YOKOHAMA and HONOLULU	THURSDAY, 30th December, at 4 P.M.

\* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c, apply at the Company's Local Branch Office at No. 7 Praya Central.

A. S. MIHARA,  
Manager.

Hongkong, 18th December, 1897

[1864]

**SOCIÉTÉ ANONYME DE TRAVAUX  
DYLE ET BACALAN**  
Capital: 5,300,000  
Head Office: 15, Avenue Maitland, Paris

WORKS IN EUROPE  
Bridges (BACALAN) built at Lorient (MILITARY) and at Lorient (MILITARY) and at Lorient (MILITARY).

Railways and Tramways, Plant and Rolling Stock, Carriages and Waggon Wheels, Wheels and Axles combined, Permanent Bridges for Railways, Permanent and portable (demountable) Bridges for Roads, Girders and metallic Frames, Steam Locomotives and Steamboats, Boilers and Steam Engines, Druggers.

**CONTRACTORS**  
For  
Constructing and Working  
Railways and Tramways.

Apply to Messrs. DODWELL, CARLILL & Co., Hongkong, Agents.

## EVERY CONSUMPTIVE

suffers greatly from extreme exhaustion and emaciation. There is no vitality, and recovery cannot be expected until the system has strength to fight the disease.

## Scott's Emulsion

is the most natural and most effective remedy in the world for all phases of Throat and Lung Diseases. It cures coughing, relieves local inflammation, overcomes the excessive wasting of the system, and gives flesh and strength. Its many uses in building up the system are due to its remarkable nourishing properties.

Sole Agents for Hongkong and the Empire of China:—WATKINS &amp; Co., Hongkong.

## POSTAGE STAMP EXHIBITION

during the Christmas Season

Commencing on

MONDAY, the 20th December, 1897.

The attention of Collectors and others is

specially directed to the

EXHIBITION OF POST-

AGE STAMPS

of all kinds at the stall of

Messrs. GRACA &amp; CO.

IN

HONGKONG HOTEL CORRIDOR

Rare Colonial, Foreign and China Provincial

Postage Stamps in used and unused

condition.

XMAS 1897 NOVELTY

Cheap Philatelic Packets containing a varied

assortment of Postage Stamps for

CHRISTMAS PRESENTS.

Hongkong, 18th December, 1897. [1872]

HONGKONG RIFLE ASSOCIATION.

THERE will be a SPOON COMPETITION

on MONDAY, the 27th inst., commencing

at 2.30 P.M.

RANGES, 800 and 900 yards.

Entrance 30 cents.

A. CHAFMAN,  
Hon. Sec.

Hongkong, 22nd December, 1897. [1874]

THE DAIRY FARM AND COMPANY,

LIMITED.

NOTICE is hereby given that the COMPANY

has now resumed business. All

ORDERS should be sent in at once.

Hongkong, 21st December, 1897. [1889]

## WANTED.

ADVERTISER wants to buy a BICYCLE in  
Good Condition. Must be cheap.  
Apply CYCLE,  
c/o Hongkong Telegraph Office.  
Hongkong, 23rd December, 1897.

SERRAVALLO'S  
FERRUGINOUS QUININETHE GREAT AUSTRIAN TONIC  
OF  
PERUVIAN BARK AND IRON.

Over 300 Medical Certificates testifying its  
great SYNERGISTIC-QUINHO PROPERTIES and at the  
same time being of an

EXQUISITE TASTE.

Sole Agents for Hongkong  
A. S. WATSON & Co.  
Hongkong, 1st September, 1896. [188]

## Masonic.

ZETLAND LODGE.

No. 525, E.C.

A REGULAR MEETING of the above  
LODGE will be held in the FREEMASONS'  
HALL, Zetland Street, on MONDAY, the 27th  
instant, at 5.30 for 6 p.m. precisely. Visiting  
Brethren are cordially invited to attend.  
Hongkong, 20th December, 1897. [1884]

## Shipping.

## STEAMERS.

"SHELL" LINE OF STEAMERS.

FOR MARSEILLES.

THE Company's Steamship

"PECTAN."

Captain N. Hocken, will be despatched as above

TO-MORROW, the 25th instant.

For Freight, apply to

ARNHOLD, KARBERG &amp; Co.,

Agents.

Hongkong, 20th December, 1897. [1884]

MOGUL-WARRACK-MILBURN LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"SIKH."

to sail about the 25th December, 1897.

S.S. "PORTADELAIO" about 15th Jan., 1898.

S.S. "ARGVIL" about 5th Feb., 1898.

S.S. "GHAEZE" about 20th Feb., 1898.

S.S. "LENNOX" about 10th March, 1898.

For Freight or Passage, apply to

DODWELL, CARLILL &amp; Co.,

Agents.

Hongkong, 11th December, 1897. [1837]

DOUGLAS STEAMSHIP COMPANY,

LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"HAILONG."

Captain Hall, will be despatched for the

above Ports on SUNDAY, the 26th instant,

at Daylight.

For Freight or Passage, apply to

DOUGLAS LAFRAIK &amp; Co.,

General Managers.

Hongkong, 23rd December, 1897. [1901]

CHINA NAVIGATION COMPANY,

LIMITED.

FOR PORT DARWIN, QUEENSLAND

PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"TAIYUAN."

Captain Nelson, will be despatched on

TUESDAY, the 28th instant, at 3 P.M.

The attention of Passengers is directed to the

Superior Accommodation offered by this Steamer.

The First-class Saloon is situated forward of the

Engines. A Refrigerating Chamber ensures the

Supply of Fresh Provisions during the entire

voyage.

A duly qualified Surgeon is carried and the

Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company

to and from AUSTRALIA are available for return

by the Steamers of the EASTERN AND AUSTRALIAN

S.S. Co. and vice versa.

For Freight or Passage, apply to

BUTTERFIELD &amp; SWIRE,

Agents.

Hongkong, 16th December, 1896. [1860]

INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED.

FOR SINGAPORE, SAMARANG AND

SOURABAYA.

THE Company's Steamship

"HINSANG."

Captain Crockett, will be despatched as above

on WEDNESDAY, the 29th instant, at Noon.

For Freight or Passage, apply to

JARDINE, MATHEWSON &amp; Co.,

General Managers.

Hongkong, 22nd December, 1897. [1895]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"MYRMIDON."

Captain Rorison, will be despatched as above

on TUESDAY, the 4th January.

For Freight, apply to

BUTTERFIELD &amp; SWIRE,

Agents.

Hongkong, 23rd December, 1897. [1861]

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"YARROWDALE."

Captain G. Geddes, will be despatched as

above on or about the 5th January, 1898.

To be followed by the

S.S. "HANSEAT" on or about 31st Jan., 1898.

S.S. "LYDERHORN" on or about 15th Feb., 1898.

S.S. "ORWELL" on or about 28th Feb., 1898.

For Freight, apply to

SHEWAN, TOMES &amp; Co.,

Agents.

Hongkong, 20th December, 1897. [1882]

## SAILING VESSEL.

FOR SAN FRANCISCO.

THE 100 A1 American Ship

"NEW YORK."

Peabody, Master, shortly expected here, will load

for the above Port, and will have prompt

despatch.

For Freight, apply to

SHEWAN, TOMES &amp; Co.

Hongkong, 23rd December, 1897. [1825]

MITSUI BUSSAN KAISHA.

No. 6, in House Street, Praya Central.

Head Office:—TOKIO.

Branch Office:—

LONDON, NEW YORK, BOMBAY,

SINGAPORE, SHANGHAI, TIENTSIN,

NEWCHANG and all Ports in JAPAN.

Agents:—

Mitsui Coal Mines.

Onuma Coal Mines.

Ranaka Coal Mines.

Tokyo Marine Insurance Co., Limited.

Meiji Fire Insurance Co., Limited.

Imperial Government Paper Mills (Japan).

Cotton Cleaning and Wkg. Co., Shanghai.

Onoda Cement Company, Japan.

Kurehachi Cotton Spinning Mill, Japan.

The Mitsui Cotton Spinning Mill, Limited.

Tokyo Cotton Spinning Mill, Japan.

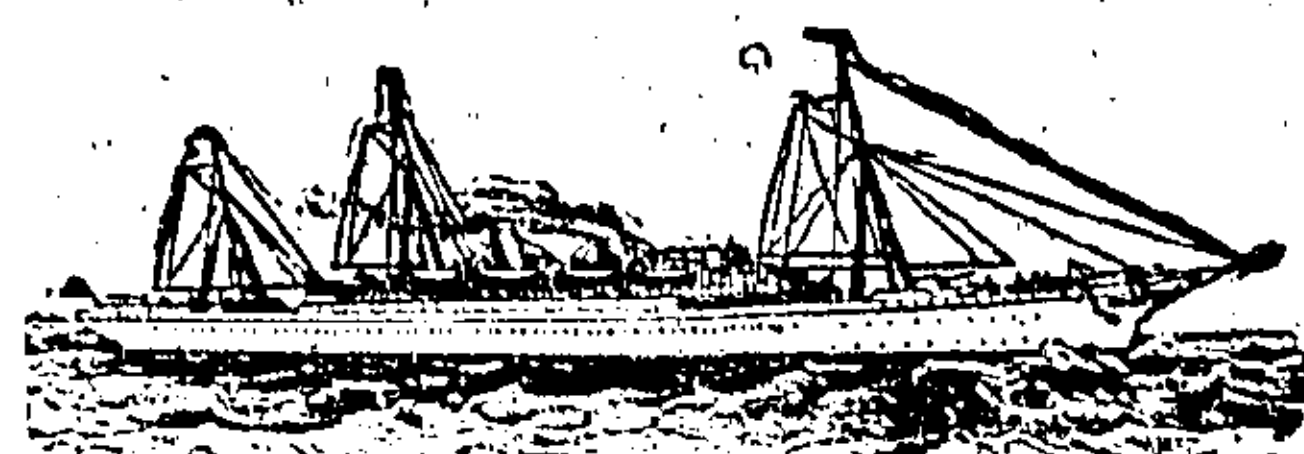
Hayashi Cloth Factory.

Hongkong, 15th December, 1896. [184]

## Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE.

1897.



1897.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA

AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—4,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 19th Jan., 1898.

EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R....WEDNESDAY, 16th Feb., 1898.

EMPEROR OF JAPAN...Comdr. Geo. A. Lee, R.N.R....WEDNESDAY, 16th Mar., 1898.

THE magnificent Twin-screw Steamships of this line pass through the famous INLAND SEA

OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12

DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific Journey (avoiding the rough

passages generally experienced in the latitudes further South) and make connection at Vancouver

with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC

RAILWAY, which have daily, and cross the Continent FROM THE PACIFIC TO THE

ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax,

New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the

Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return

tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military,

Diplomatic and Civil Services, and to European Officials in the Service of China and Japan

Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS

(second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS

(the Company having received the highest award for same at recent Chicago World's Exhibition),

and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the

Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by

the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &amp;c., apply to

D. E. BROWN, General Agent,

Pedder's Street.

Hongkong, 22nd December, 1897.

OCCIDENTAL & ORIENTAL  
STEAMSHIP  
COMPANY.

TAKING CARGO AND PASSENGERS TO

JAPAN, THE UNITED STATES,

MEXICO,

CENTRAL AND SOUTH AMERICA, AND

EUROPE;

VIA

THE OVERLAND RAILWAYS,

AND

ATLANTIC AND OTHER CONNECTING

STEAMERS.

VIA INLAND SEA OF JAPAN AND

HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Rio de Janeiro (via Shanghai, Na-

gasaki, Kobe, Inland Sea, Yokohama and

Honolulu).....

Thursday, 6th Jan.,

at Noon.

City of Peking (via

Shanghai, Nagasaki,

Kobe, Inland Sea,

Yokohama and Hon-

olulu).....

Tuesday, 25th Jan.,

at Noon.

China (via Shanghai,

Nagasaki, Kobe, In-

land Sea, Yokohama

and Honolulu).....

Saturday, 12th Feb.,

at Noon.

Doric (via Shanghai,

Nagasaki, Kobe, In-

land Sea and Yoko-

hama).....

Thursday, 3rd Feb.,

at Noon.

PROPOSED SAILINGS FROM HONGKONG.

Coptic (via Shanghai,

Nagasaki, Kobe, In-

land Sea, Yokohama

and Honolulu).....

Tuesday, 28th Dec.,

at 4 P.M.

Galle (via Shanghai,

Nagasaki, Kobe, In-

land Sea, Yokohama

and Honolulu).....

Saturday, 15th Jan.,

at Noon.

Doric (via Shanghai,

Nagasaki, Kobe, In-

land Sea and Yoko-

hama).....

Thursday, 3rd Feb.,

at Noon.

THE Company's Steamship

"COPTIC"

will be despatched for SAN FRANCISCO, via

SHANGHAI, NAGASAKI, KOBE, INLAND

SEA, YOKOHAMA AND HONOLULU on

TUESDAY, the 28th Dec., 1897, at Noon.

Steamers of this line pass through the IN-

LAND SEA OF JAPAN, and call at Honolulu,